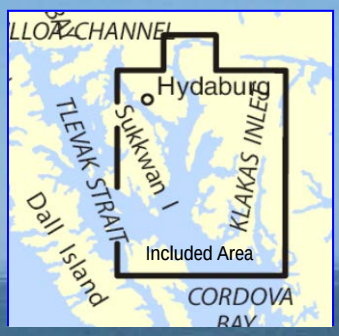
BookletChart™

North End of Cordova Bay and Hetta Inlet

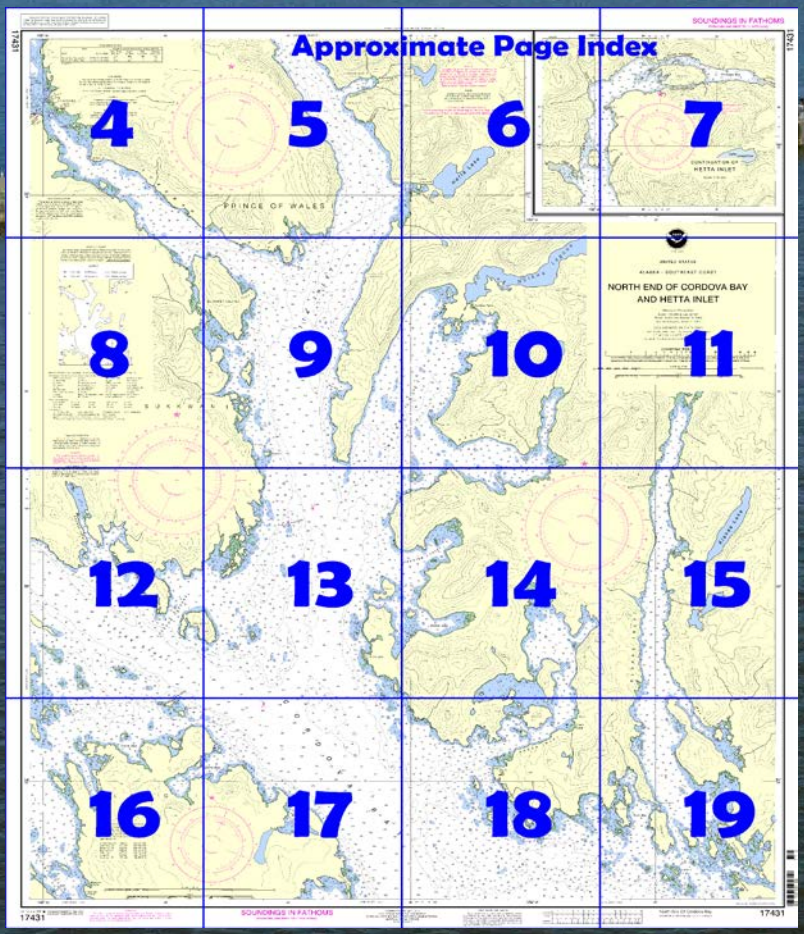
NOAA Chart 17431

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

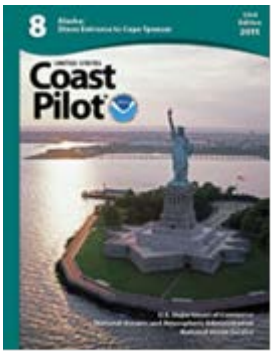
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17431.

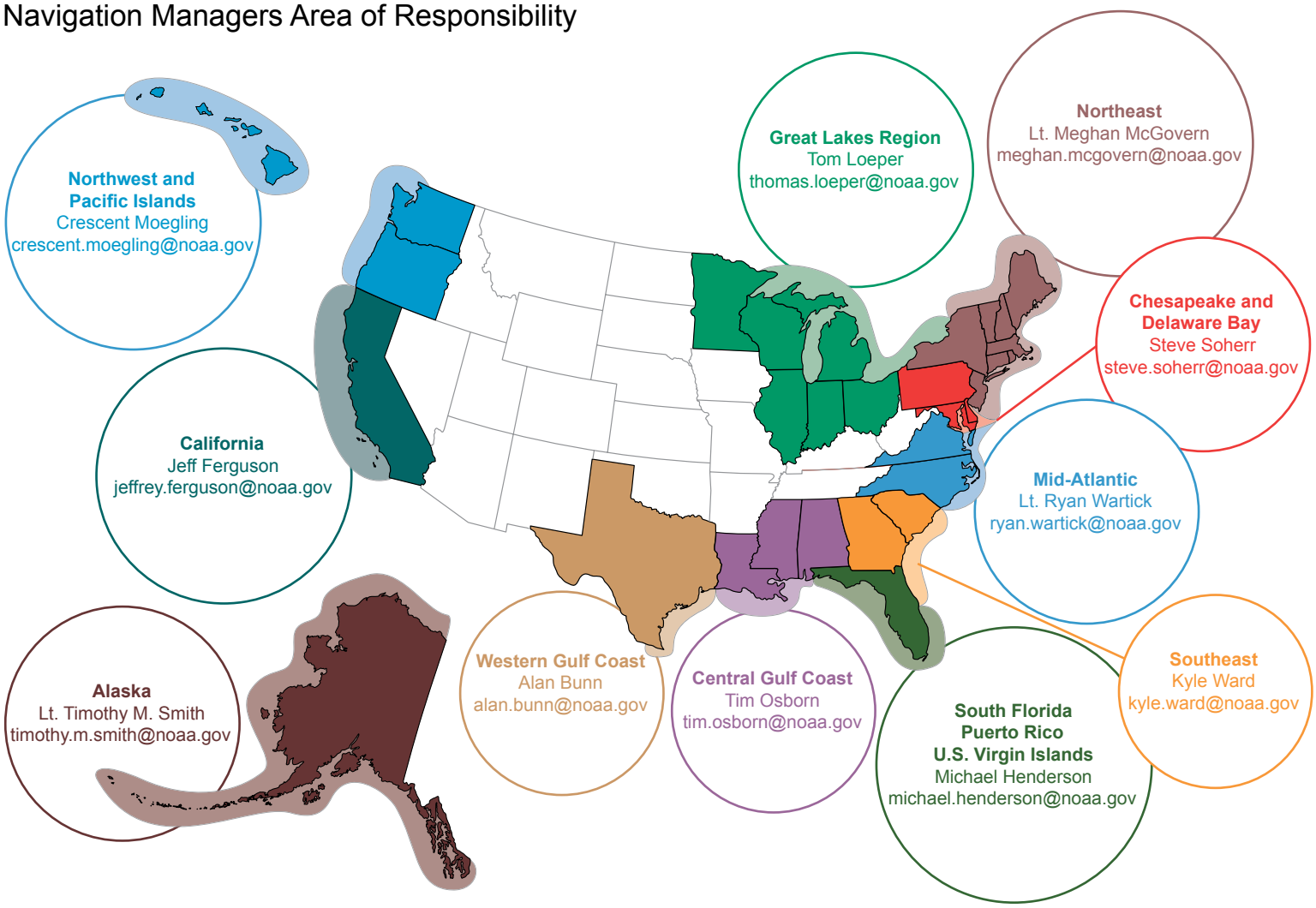


(Selected Excerpts from Coast Pilot)
Klakas Inlet joins Cordova Bay W of the entrance to Hunter Bay. The inlet is about 1 mile wide, 12 miles long, and 20 to 100 fathoms deep in midchannel. **Max Cove** (54°57.4'N., 132°24.3'W.), about 2.5 miles above the entrance on the E side, offers good anchorage for small craft near the SE end in 8 fathoms. The main entrance to Klakas Inlet is E of **Klakas Island**; the deepest water favors the W side of the entrance. Local fishermen use **Ruth Cutoff**, the narrow pass N of Klakas Island that has a controlling depth of 1¾ fathoms and extends from Ruth Bay to Klakas Inlet.
Good anchorage in a depth of about 16 fathoms can be found E of a small wooded island about 1.5 miles ENE of the N end of Klakas Island. A rock that uncovers 3 feet is about 0.2 mile SW of the small island.
Bird Rocks, about 1.3 miles SW of Klakas Island, have a gray appearance with a rounded white pinnacle that forms the highest point.
Shipwreck Point (54°53.8'N., 132°29.5'W.), 2.5 miles W of Klakas Island, is low and timbered, and rises to a knob 605 feet high. **Barbara Rock**, a low rocky islet, is about 300 yards off the point. An island, about 160 feet high, is close-to and W from this point.
Ship Islands, 50 to 120 feet high, with outlying rocks and ledges, are about 0.5 mile offshore, W of Shipwreck Point. Small craft from Turn Point pass N of Bird Rocks and between Shipwreck Point and the island close-to. The narrow channel has a submerged rock. The pass to the W of the inner island is preferable; avoid the rock in the middle of the entrance.
Kassa Inlet, just N of the northernmost of the Ship Island group, has an entrance about 0.8 mile wide. Good anchorage for small craft is available at **Clam Cove** and several places in the upper reaches. A mooring buoy is about in the middle of the entrance to Clam Cove.
Point Webster, about 6 miles NW of Shipwreck Point, is a small projection where the E shore of Cordova Bay changes direction. Near the point are a number of outlying rocks and reefs, and this shore should be given a berth of 0.5 mile.
Elbow Bay (54°54.5'N., 132°39.4'W.), on the W side of Cordova Bay, indents the NE side of Long Island and is partially protected by two wooded islands, connected at low water in the entrance. Good anchorage for small vessels can be had in the SE arm in 13 fathoms, mud bottom. The anchorage is about 250 yards wide. A large lagoon extends S from the W end of the bay, where it is connected by a narrow rocky channel. Rapids make this channel impassable except at high water.
To enter Elbow Bay, pass in midchannel SE of the wooded islets in the entrance and avoid the reefs making off to S of the islets. The submerged rock in the middle of the bay can be passed on either side; the W side has the best water.
Dova Bay, on the N side of Long Island, about 2 miles NW of Elbow Bay, appears to be well protected at its head, but because of the configuration of the surrounding hills, SE and NW winds draw across it with considerable force. The shores are lined with small islets and rocks.
Tlevak Strait, described later in this chapter, has its entrance on the W shore of Cordova Bay between Long Island and Jackson Island.
Shoe Rock (54°56.9'N., 132°44.1'W.), about 15 feet high, is about 160 yards NNE of the most easterly island of a group of small islands at the junction of Tlevak Strait and Cordova Bay.
Jackson Island, about 1.8 mile N of Shoe Rock and close SE of the S end of Sukkwan Island, has prominent cliffs on its S side. About 300 yards SW of these cliffs are two dangerous rocks that bare only on minus tides.
The channel between Jackson and Lacey Islands, to the E, is partially obstructed by **Triplet Rocks**. The most prominent rock of this group uncovers 10 feet. **Jackson Passage**, the channel W of Jackson Island, is clear in midchannel.
Lacey Island, about 0.9 mile E of the SE end of Jackson Island, comprises three small wooded knolls close together and joined by the bare spits. Foul ground extends up to 0.2 mile from the island.
Mellen Rock is a bare rock about 0.8 mile off the W shore of Cordova Bay and about 3 miles to the NE of Jackson Island. **Mellen Rock Light** (55°01'36"N., 132°39'58"W.), 32 feet above the water, is shown from a pole with a red and white diamond-shaped daymark on the rock.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

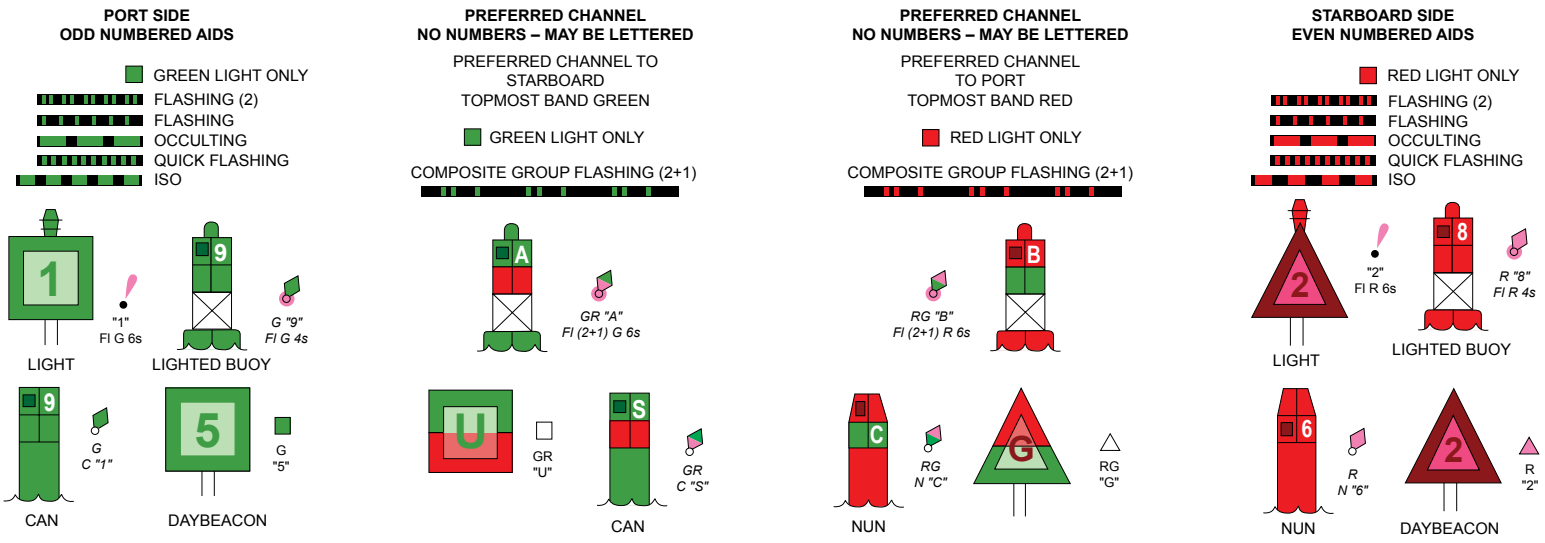


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

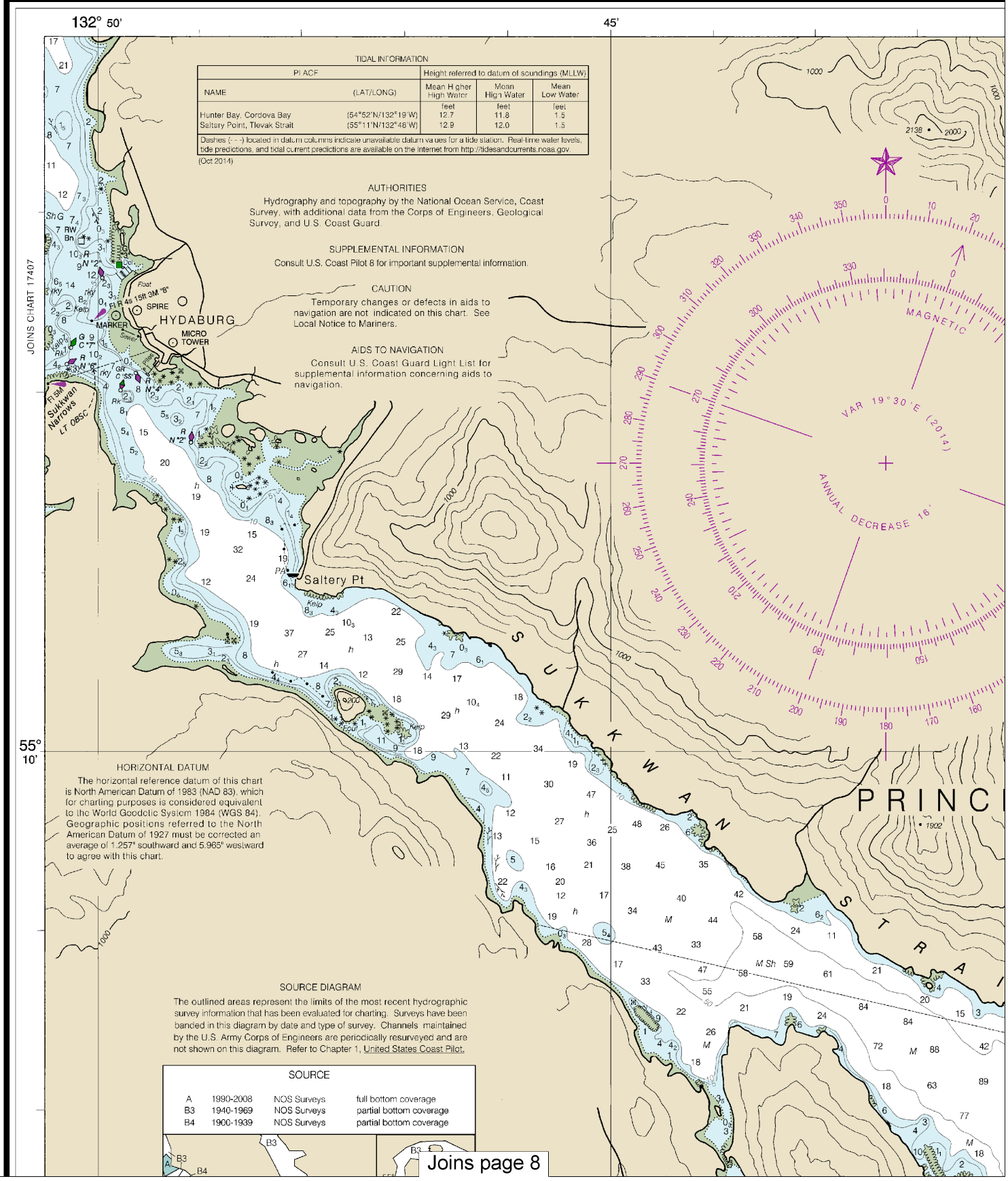
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.



Joins page 8

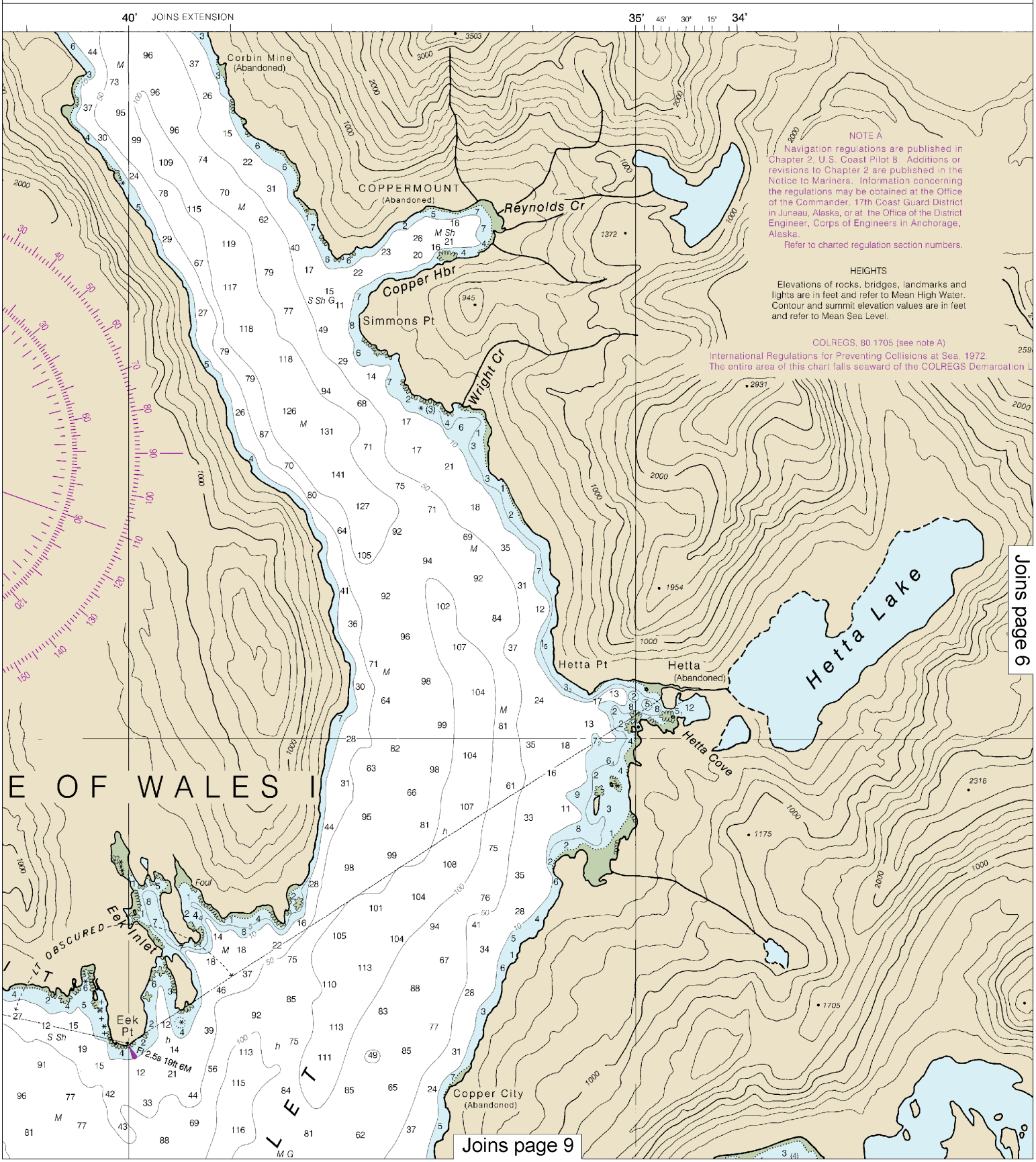
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

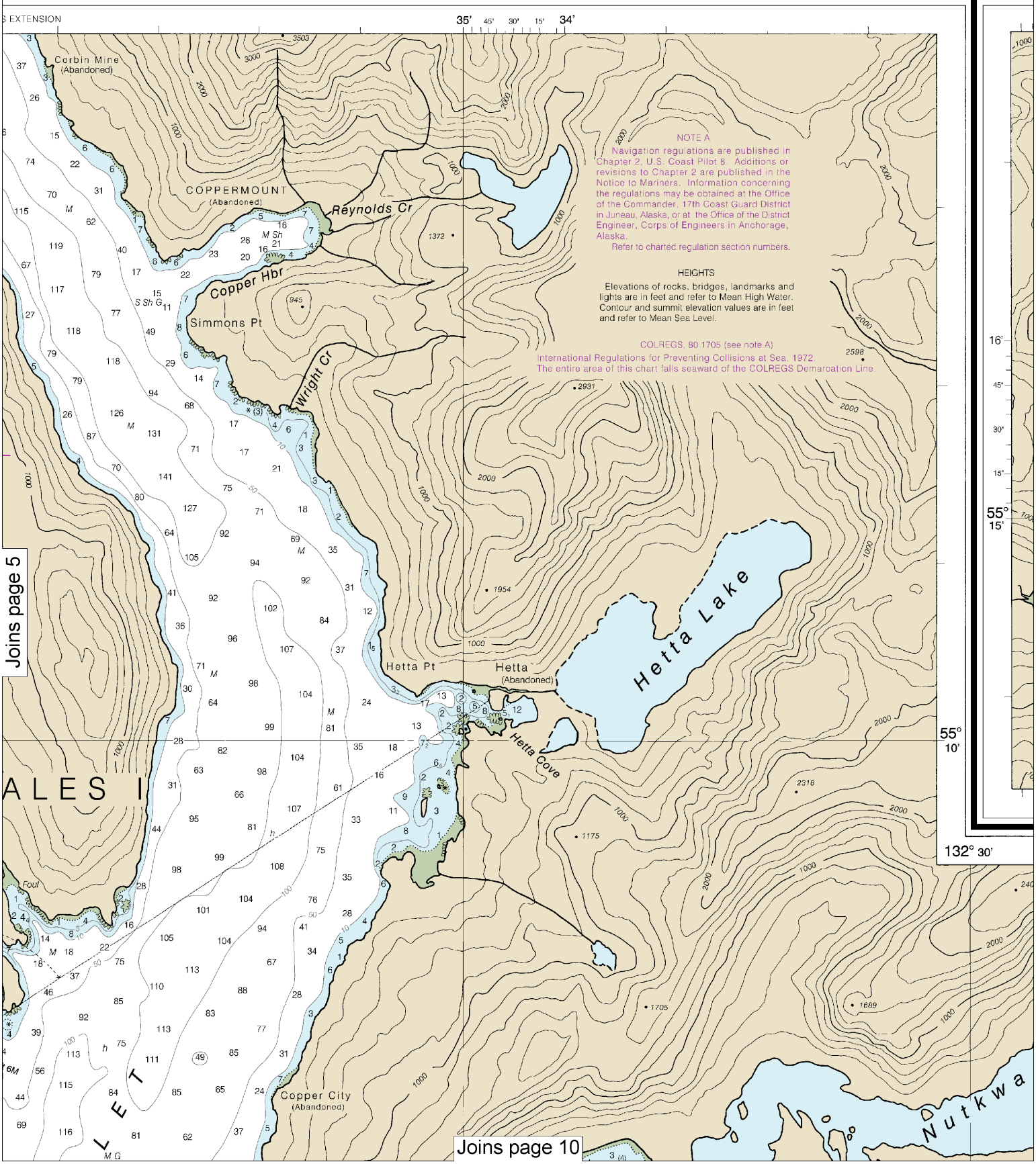
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

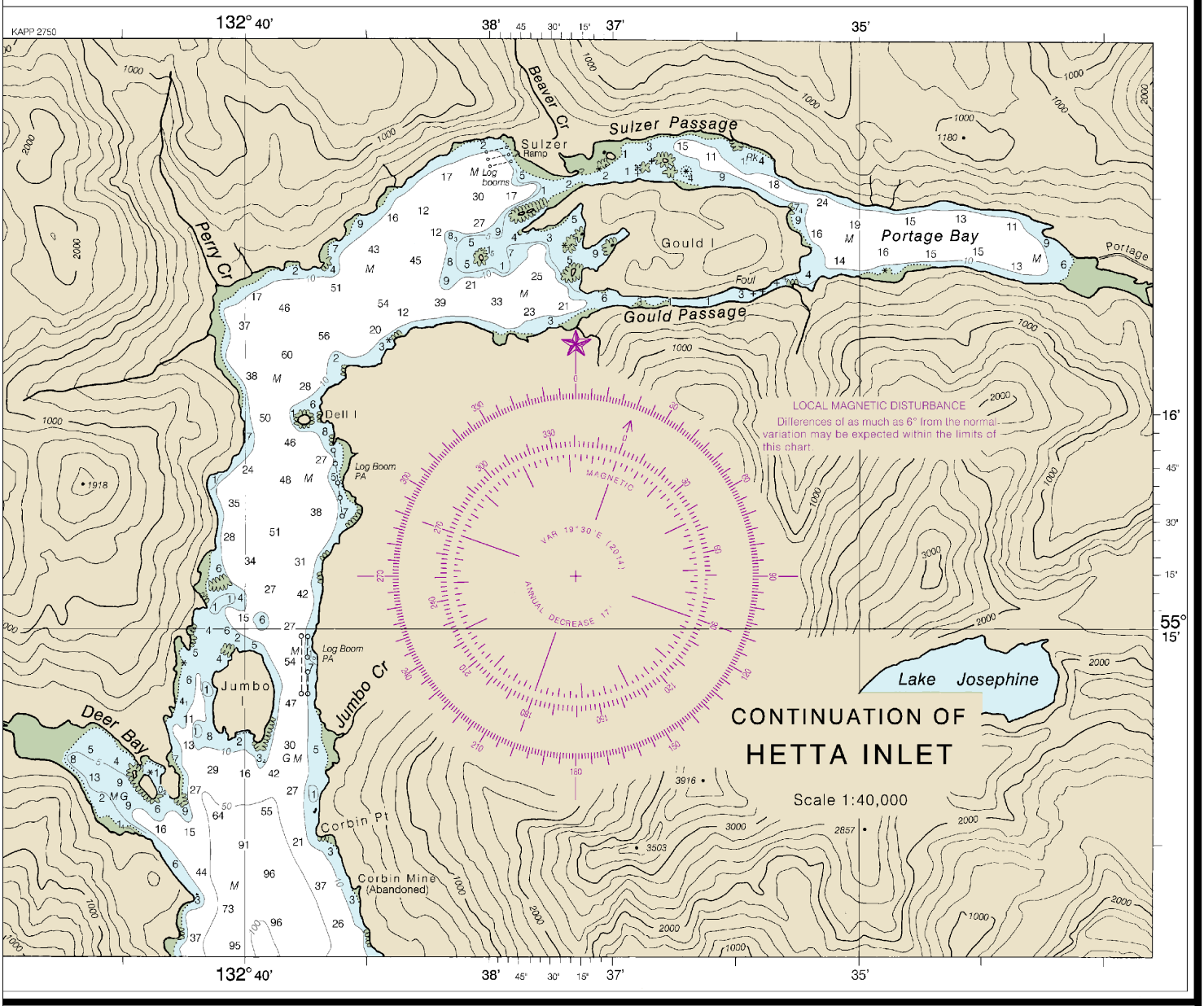
Printed at reduced scale. ~~SCALE 1:40,000~~

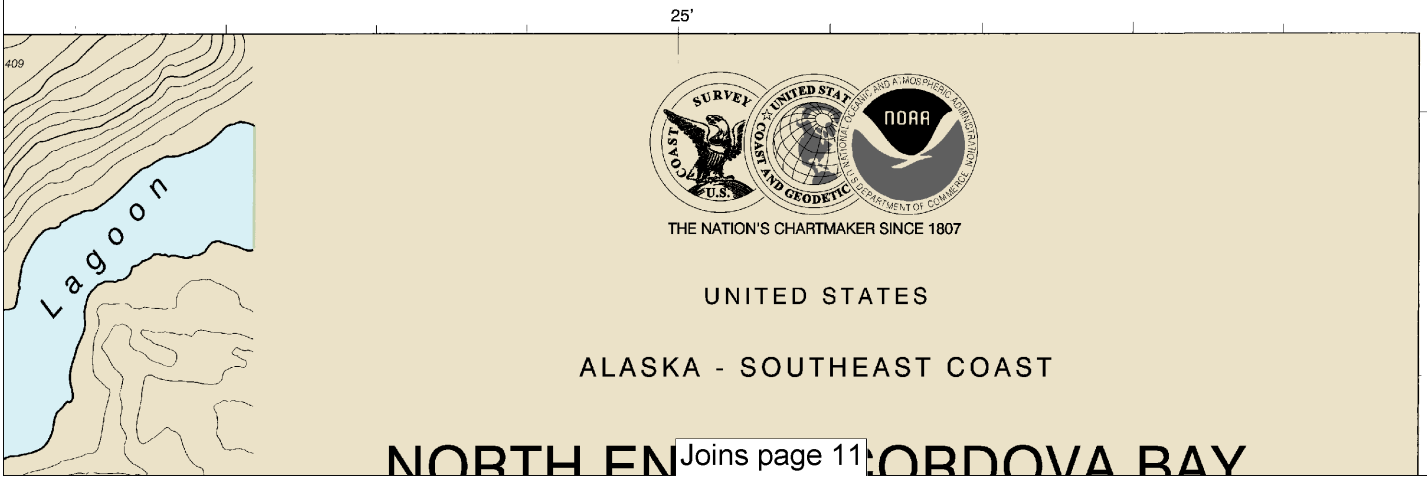
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

17431





Joins page 11

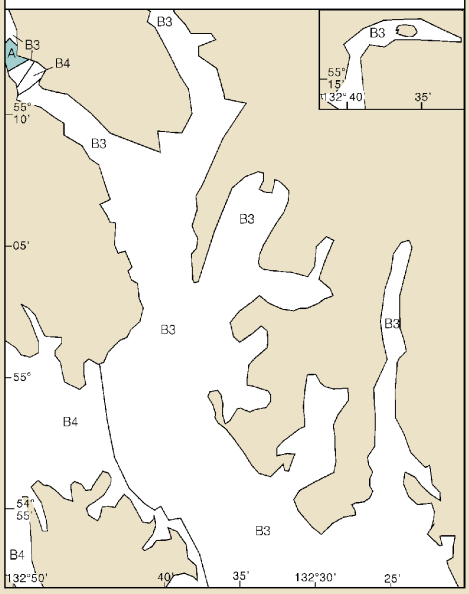
Last Correction: 12/2/2014. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

Joins page 4

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2008	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Submg submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

BLANKET ISLAND

Round Pt

Flat I

S U K K W A N I

MAGNETIC

VAR 19° 30' E (2014)

ANNUAL DECREASE 16'

Joins page 12

Printed at reduced scale.

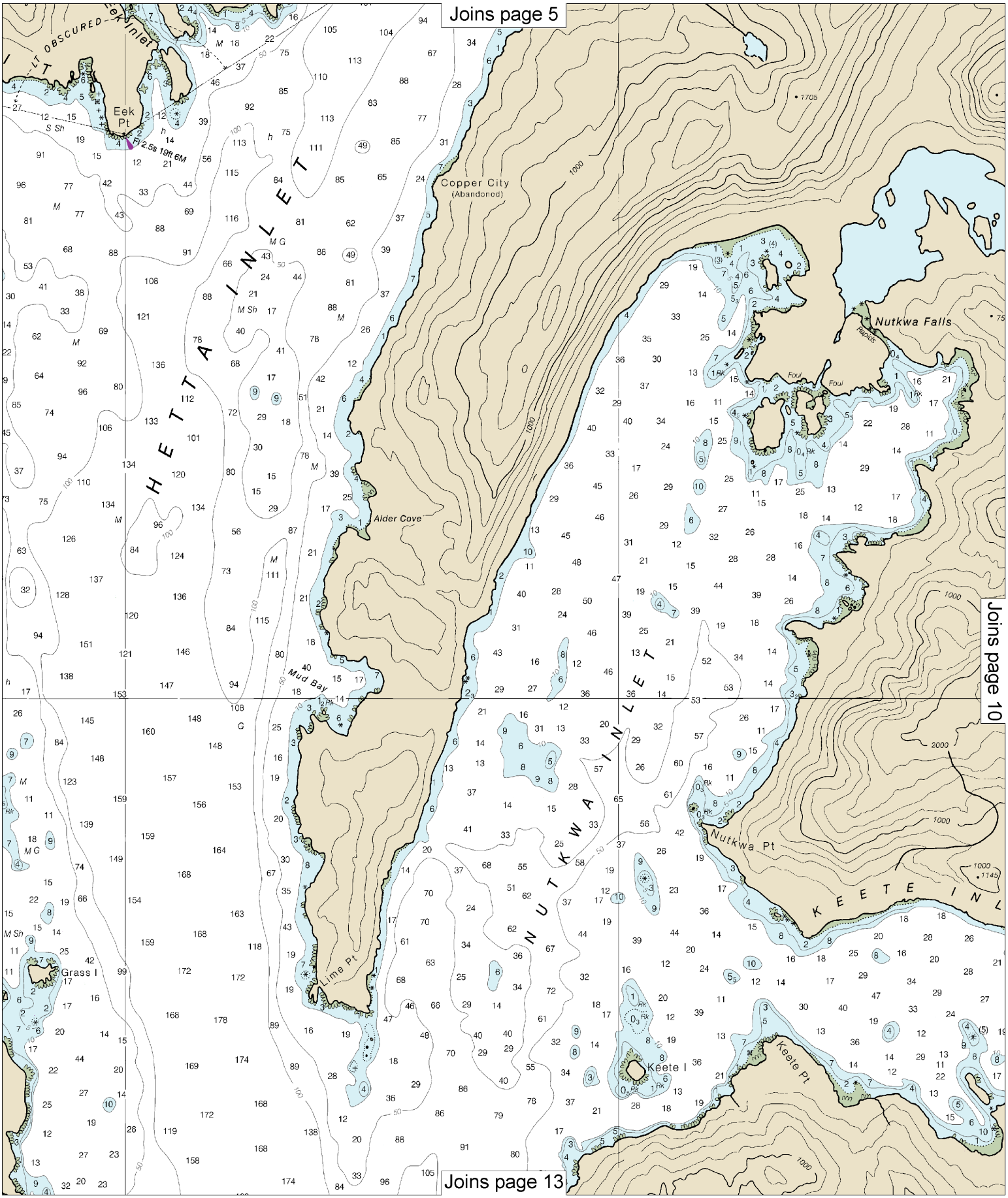
~~SCALE 1:40,000~~

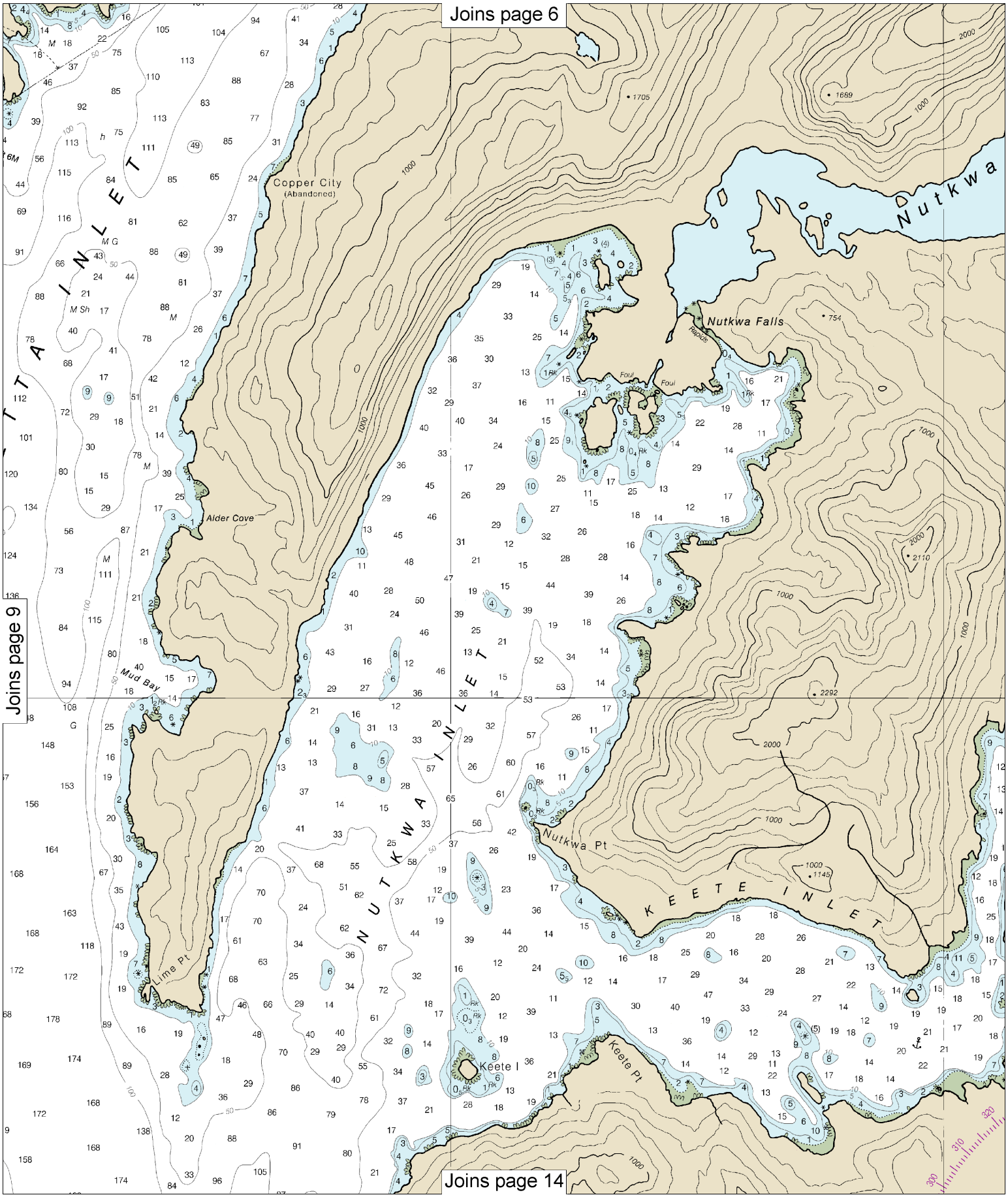
See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.


Joins page 5
Eek Pt
Fl 2.5s 19ft 6M
Copper City
(Abandoned)
Nutkwa Falls
Rapids
Foul
Foul
Alder Cove
Mud Bay
Lime Pt
Grass I
Nutkwa Pt
Keete I
Keete Pt
HETTA INLET
NUTKWA INLET
KEETE INL
Joins page 10
Joins page 13



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 7

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

NORTH END OF CORDOVA BAY AND HETTA INLET

Mercator Projection
Scale 1:40,000 at Lat. 55°03'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

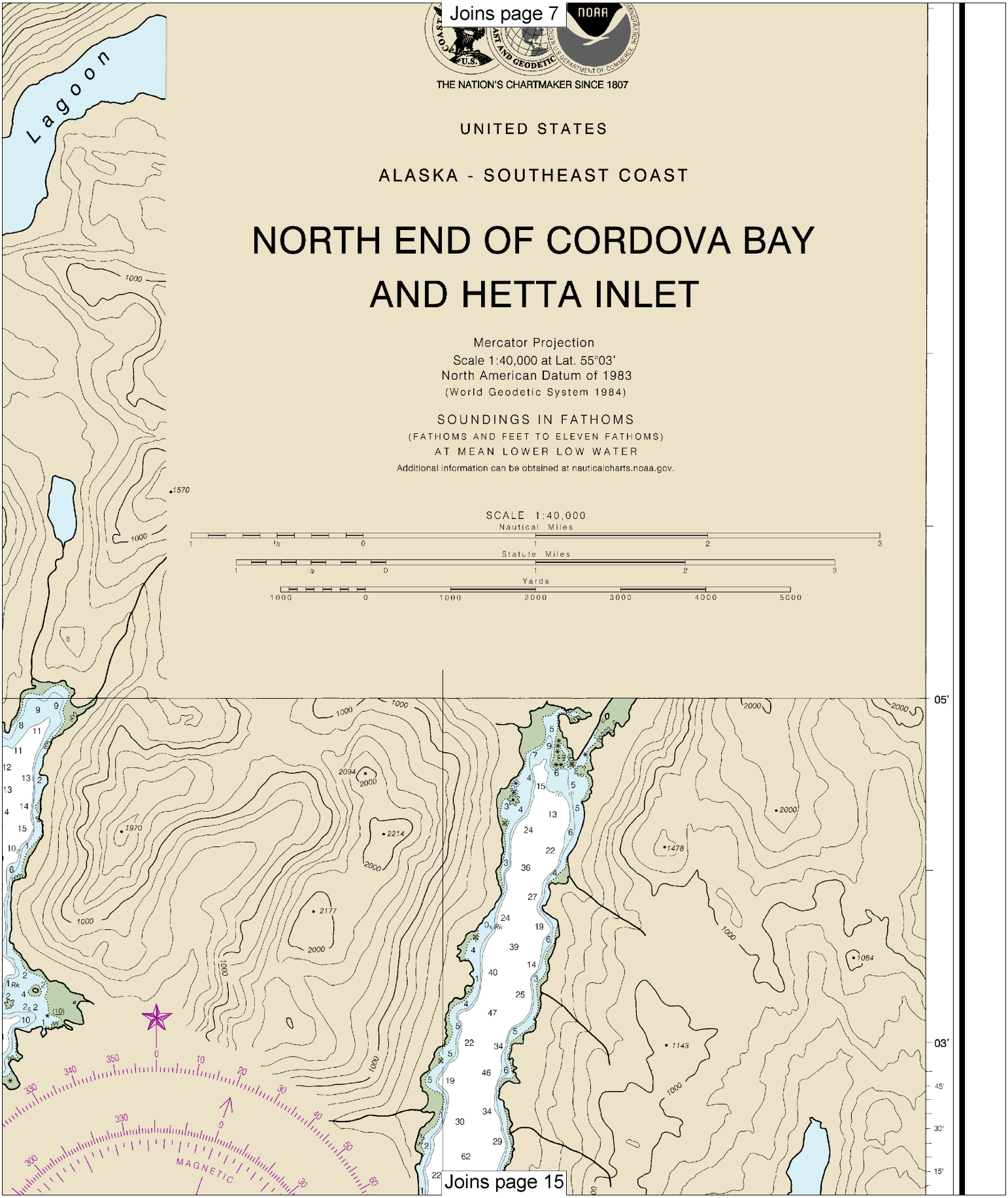
Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:40,000

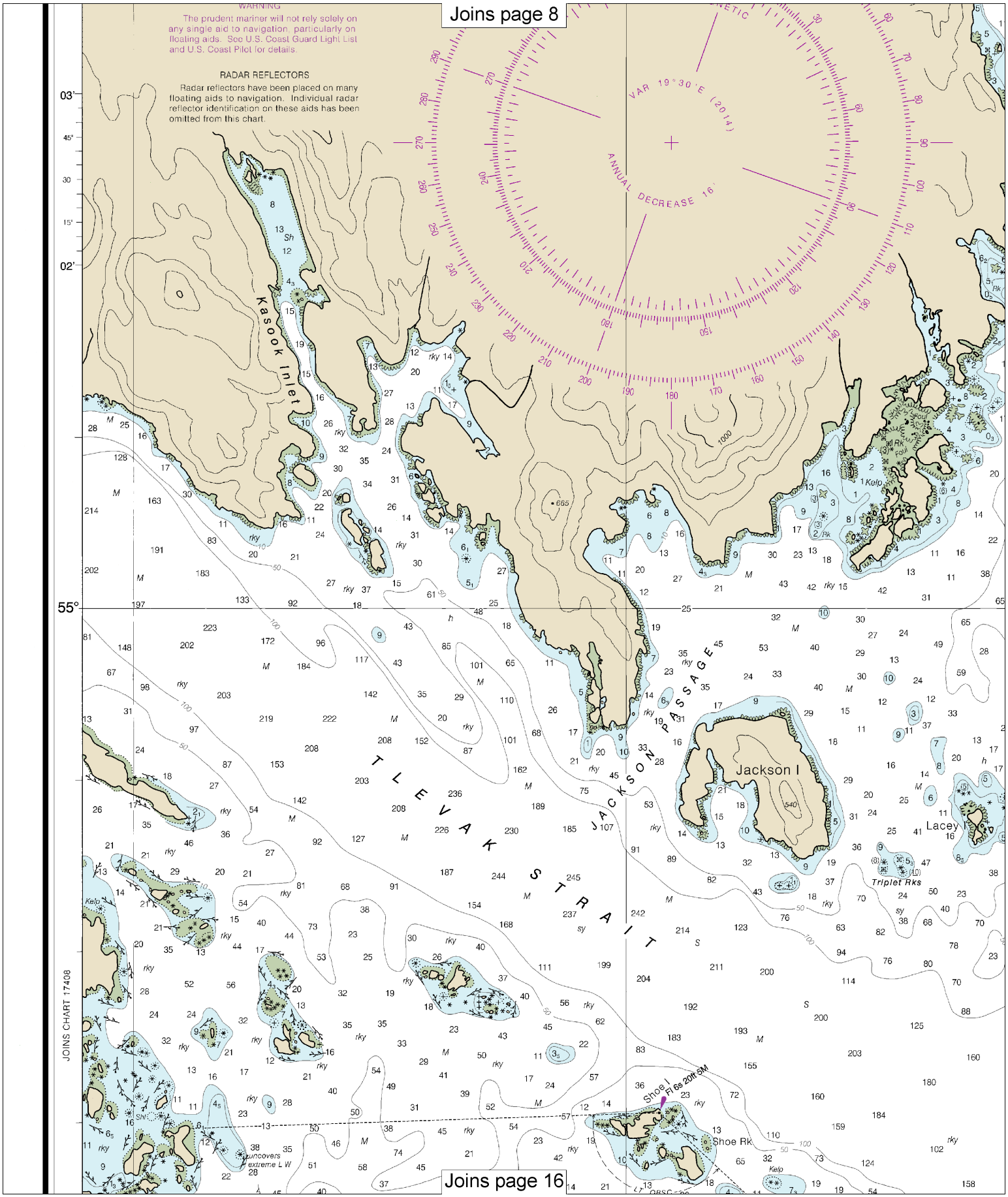
Nautical Miles
1 ½ 0 1 2 3

Statute Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000



Joins page 15



12

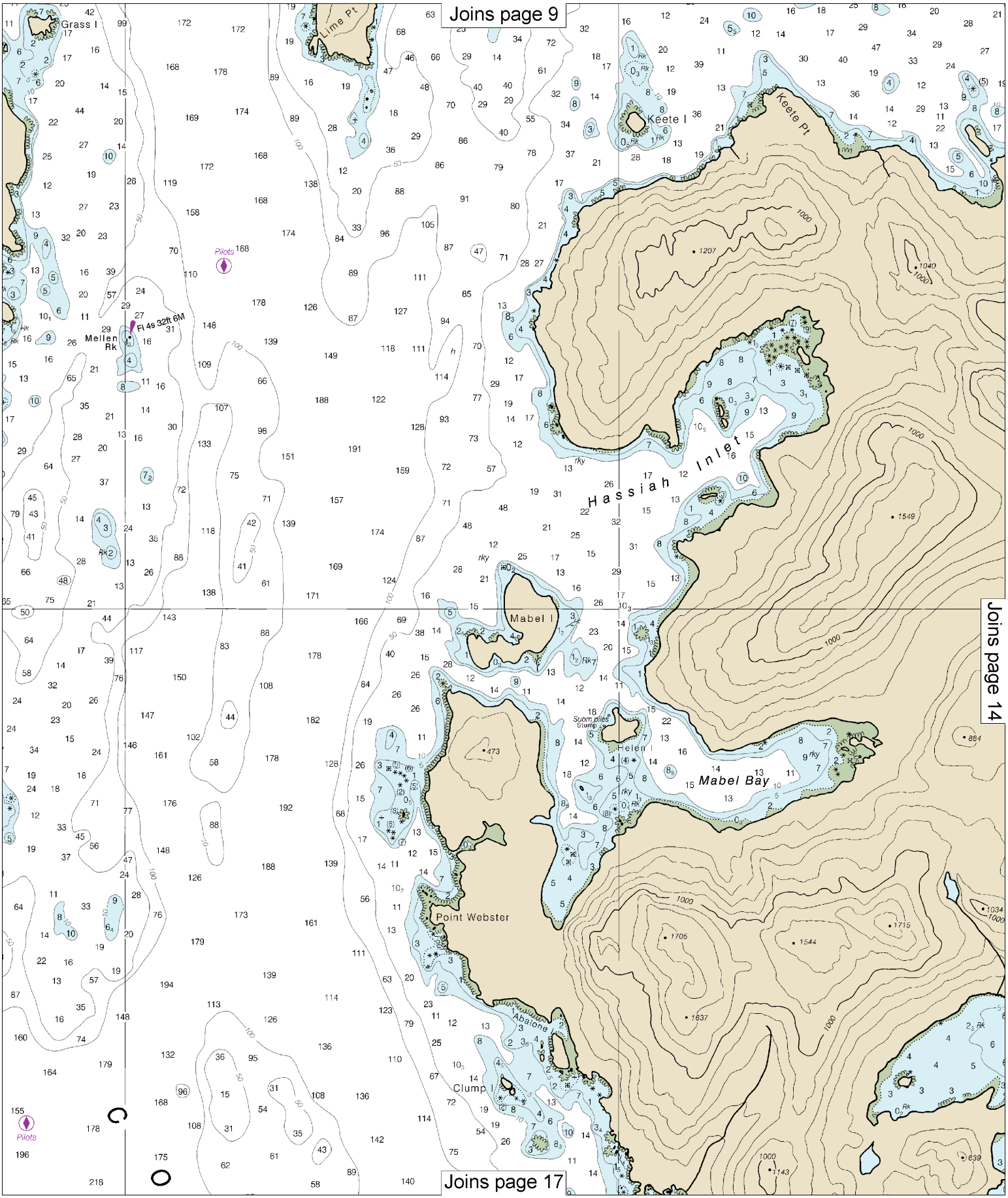
Note: Chart grid lines are aligned with true north.

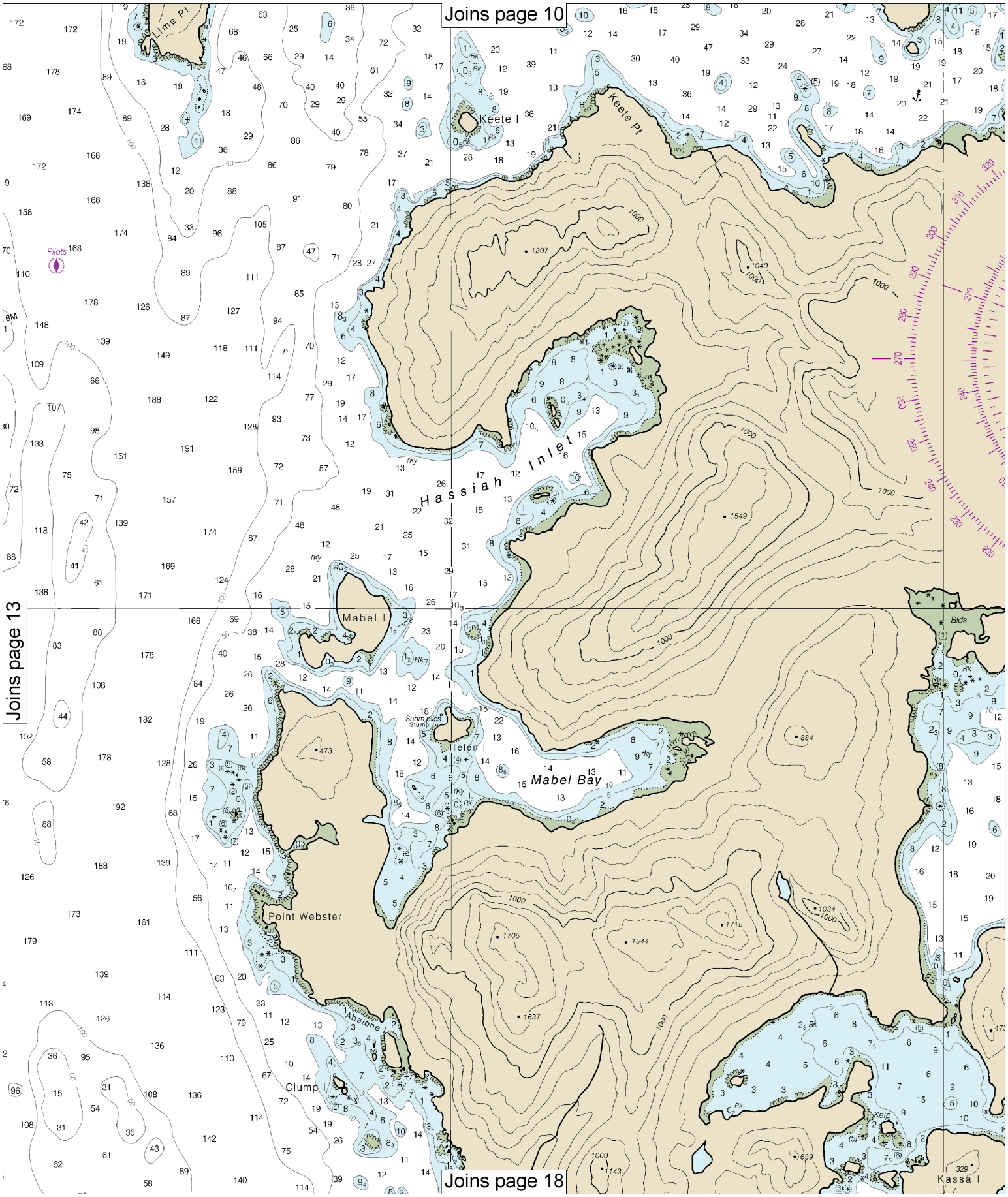
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
Grass I
Lime Pt
Keete I
Keete Pt
Pilots
Fl 4s 32ft 6M
Mellen Rk
Hassiah Inlet
Mabel I
Suom piles
Stump
Helen I
Mabel Bay
Point Webster
Abalone I
Clump I
Pilots
Joins page 14
Joins page 17



14

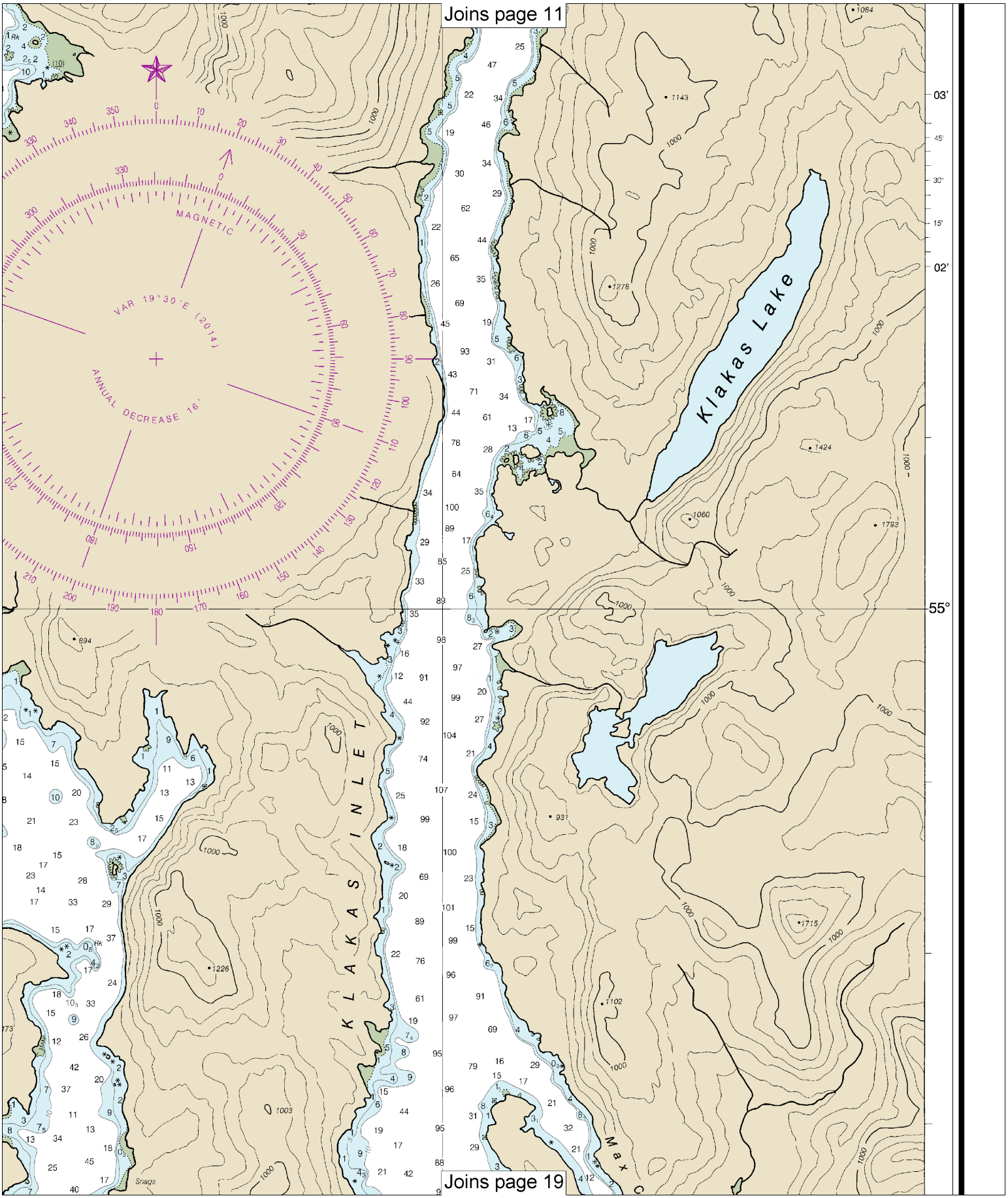
Note: Chart grid lines are aligned with true north.

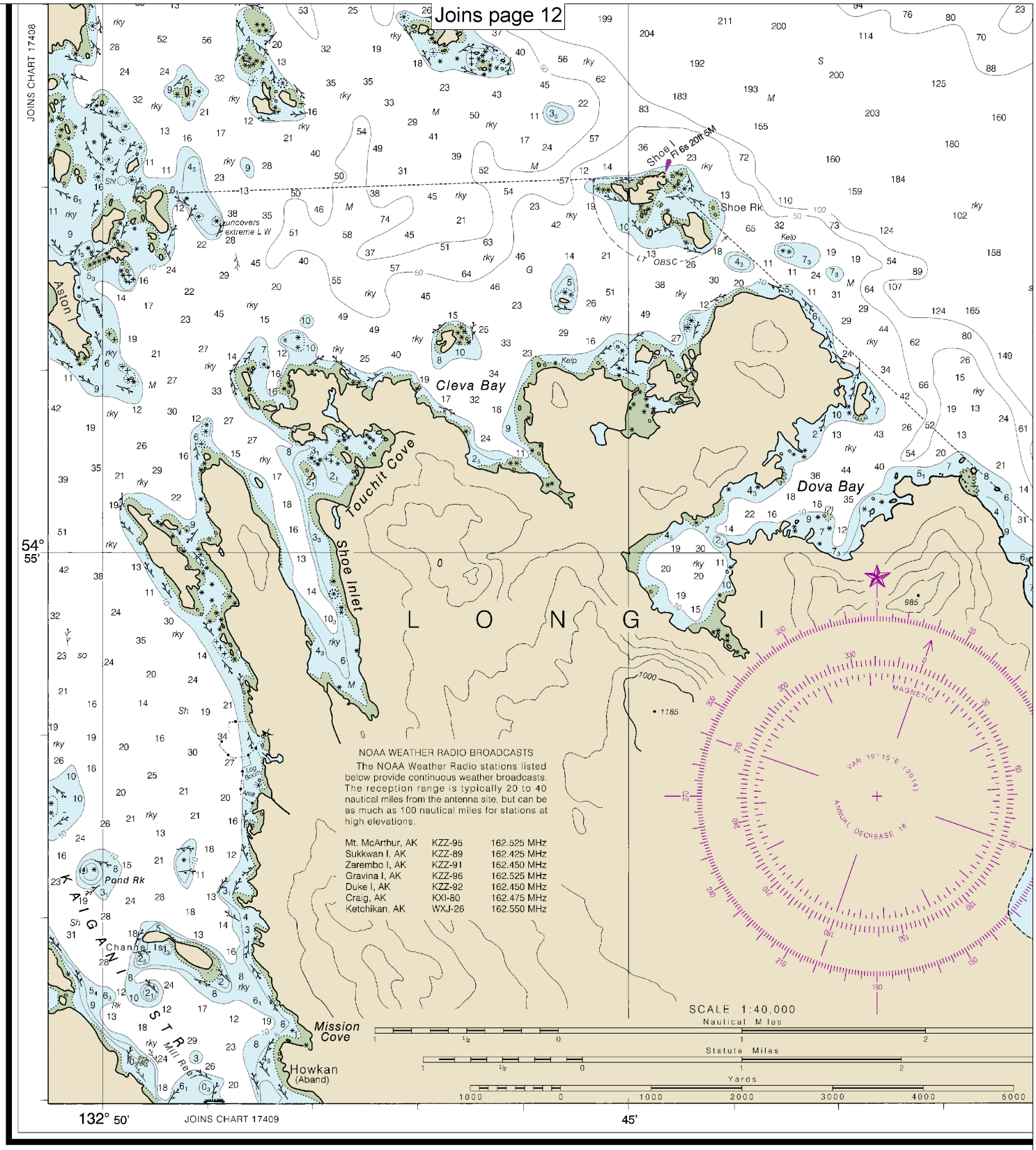
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
Klakas Lake
KLAKAS INLET
MAGNETIC
VAR 19°30'E (2014)
ANNUAL DECREASE 16'
03'
45'
30"
15'
02'
55°
Joins page 19



12th Ed., Dec. 2014

17431

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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Last Correction: 12/2/2014. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

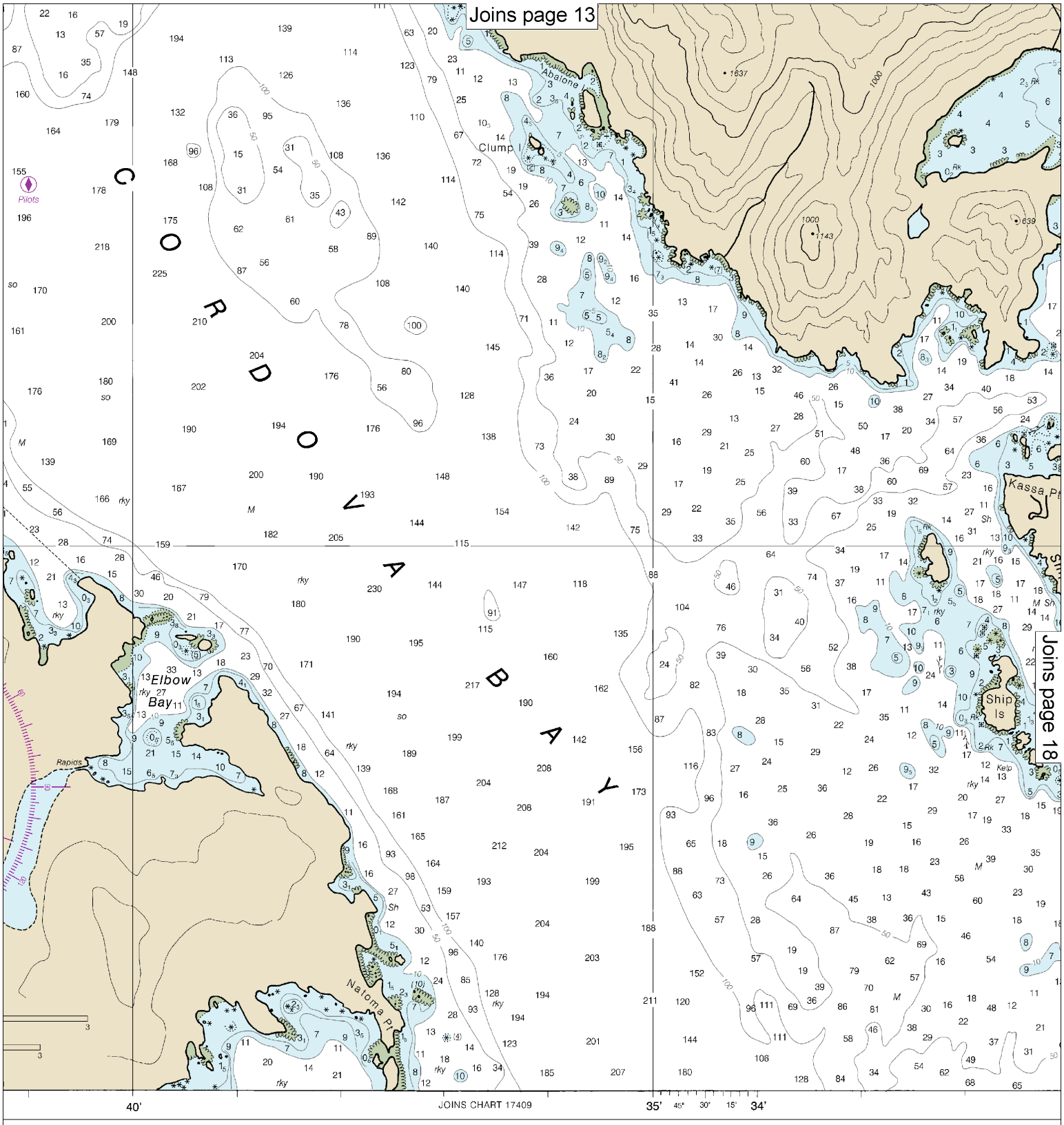
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

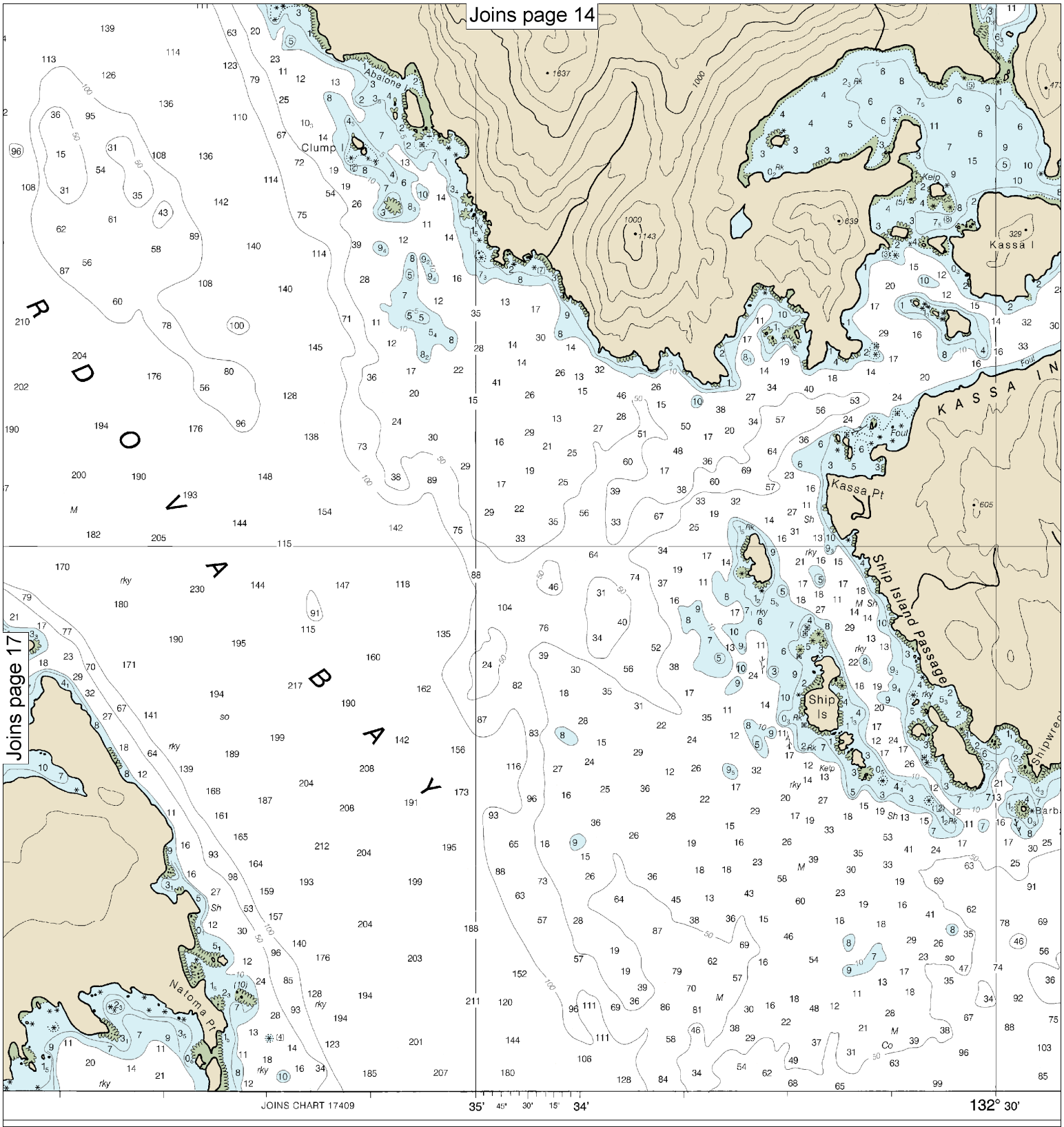
See Note on page 5.



NDINGS IN FATHOMS

FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



FATHOMS
(FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

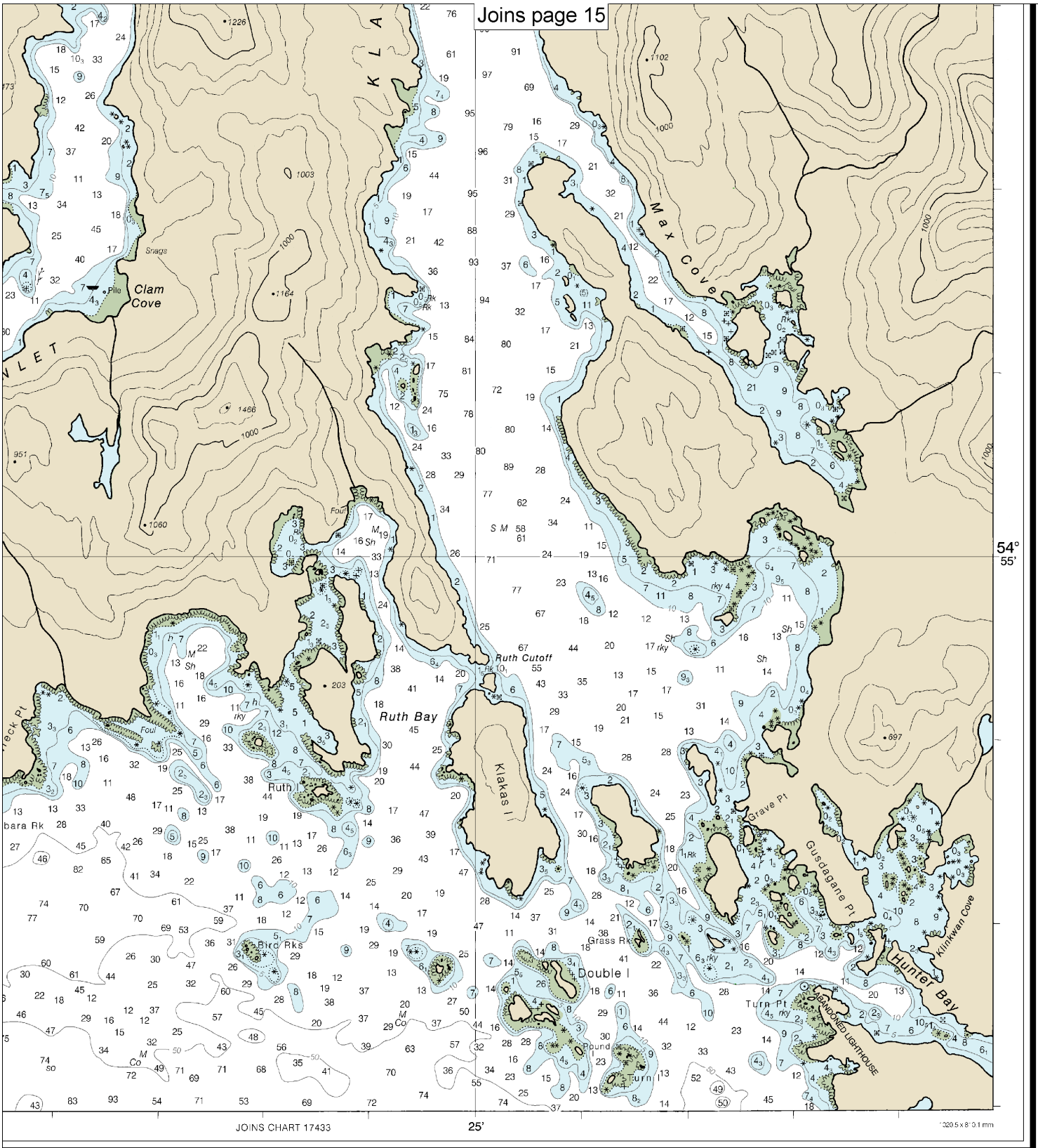
FATHO
FEE
METE

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000



North End Of Cordova Bay

SOUNDINGS IN FATHOMS - SCALE 1:40,000

17431

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker